

DESPERATE FIGHT SAVED MOTORSHIP OREGON FROM SEA

Type of Craft and Engines of
Vessel Condemned By Officers
and Members of Crew

WALLOWED FOUR DAYS IN MOUNTAINOUS WAVES

Captains of Rescuing Steamers
Praised For Their Conduct
By Master and Mates

Condemning in the strong language of the sea motor ships in general and the engines of the motor ship Oregon in particular, officers and members of the crew of that vessel told yesterday of the four-day fight which was made to keep the new wooden ship from being sunk after her engines became useless on January 18.

But this was after they had related how J. S. Knowles, the ship's only wireless operator, had tenaciously remained at the keys of his instrument for fifty-five hours, although in the interval the older and stronger men of the engine crew had succumbed to the demand for sleep and had turned in, even though the ship was being blown to the northward by a west southwesterly gale, with huge waves washing over forward and momentarily threatening the destruction of the uncontrolled ship. The engine men had been without sleep for eighteen or twenty hours when they gave up trying to repair the Oregon's engines.

Knowles, the wireless operator who remained at his post so faithfully during the worst part of the fight for the ship's safety, is little more than a boy, being between eighteen and twenty years of age. His home is in Seattle. He modestly denied that there was any reason for praise of his work, saying: "I have been to sea before."

One other incident of sea gallantry is related by the survivors of the Oregon's experience. This is of the Dutch commander of the Holland cruise Zealand which sailed for San Diego from Honolulu last Saturday, after nearly a week's stay here.

Dutch Captain To Rescue
The Zealand was one of several ships which picked up the S. O. S. of the Oregon when it was decided to ask for assistance just after midnight last Saturday night. The Zealand was then far to the north of the Oregon but replied that she was on the way to render any assistance possible.

Later, when Capt. B. O. Nelson, commander of the Oregon, learned that the President and the Lurline were nearer, he notified the Dutch captain that his assistance would not be needed. The Dutch captain replied that he was coming on anyhow because he believed the search light of the cruiser would be useful in helping the Lurline to get a line to the helpless ship.

True to his word, the captain of the Zealand brought his ship to near position of the Oregon at nine o'clock Sunday night and used his searchlight as suggested. Of the cruiser captain Charles Brown, the Oregon first officer says succinctly: "That Dutch captain was all right."

Both Captain Nelson and First Officer Brown are also emphatic in their praise of the seamanship of Capt. Pete Johnson, master of the Lurline, in getting a line to the ship by the means of a small life boat in the midst of the heavy weather which was prevailing at the time.

They also tell how Capt. Gus Holmer, master of the Standard Oil tanker J. E. O'Neil, which relieved the Lurline of her shipwreck tow and brought the Oregon to Honolulu yesterday, floated a line from leeward down to the motorship by the use of two buoys. "I took seamanship to do that, and the line came right under our prow as estimated," says First Officer Brown.

Steward Was Prepared
Neither Captain Nelson nor his first officer, tells of the efforts they made to save their ship, except incidentally in which it is mentioned that they had but little sleep for five days, but they do praise chief engineer, Kinney Rouse for his efforts to repair the ship's engines.

As a half jokingly, there is praise for the chief steward of the Oregon H. McLaughlin, who, they say, "has enough to bring along enough to eat to last for six months, if necessary."

He says he knew that all the new motor ships were having trouble and that he thought it would be well to be prepared. He was the least perturbed officer of the ship when she reached Honolulu, for his department was the only one which had made the voyage without serious trouble.

"Ship laboring hard. Engines out of commission. Drifting helplessly," are statements from the ship's log which appear time after time in the four days' entries made while the ship was in distress.

Trouble for the Oregon started before the ship got out of San Francisco bay. She had hardly left the Matson wharf on January 3 until a stop had to be made to make engine repairs. This accomplished, in a manner, the voyage was resumed. But thereafter for nearly every day of the voyage until the storm was encountered the Oregon had to stop while her engine crew worked at her barking engines. So often did stops have to be made that when forty-eight hours of steady sailing was enjoyed a log entry was made of the fact.

Log Tells Story
Capt. Nelson delegated the duty of telling of the ship's rough midday deep sea voyage to his first officer, and perhaps with even for First Officer Brown has a faculty for giving a comprehensive narrative and description in few words. Entries taken from the log, make clear the troubles of the

Oregon on the nineteen day voyage to Honolulu.
Beginning January 18, when the storm was run into and when the most threatening aspect of the voyage became apparent, he has written:
"Ship not under control. Vessel not steering. Drifting helplessly. Heavy sea running. Vessel rolling terrible. Vessel laboring badly."
January 19 entries tell of efforts to save the vessel and read:
"Helm lashed and relieving tackles used to take strain off rudder." Then later, at midnight, last Saturday, this notice was made:
"All on the water."

"All engine crew went to bed, only lynch running. Chief engineer notified master engines beyond his power to repair at sea and recommended that he send for assistance to tow ship to destination. Vessel drifting northward before tremendous cross beam sea. Ship laboring hard. Shipped lots of water on deck and 1 personally smashed in six oil barrels to let contents run into sea to stop seas from breaking overboard. Barometer still falling. Nov. 29.54."

In the afternoon he wrote:
"Big sea still running, but wind moderating some. Ship rolling heavy in which storm sail forward got her used turned around. Three feet of water in the hold. Started hand pumps working."

At midnight of the same day he made these entries:
"Relieving tackle on tiller carried away. Steering gear old considerable damage in and around saloon and through deck and various places it was being placed."

"This last entry was a dig of the (note) at the strange places where the steering shafting has been placed, which runs through the galley and saloon such to his disgust."

Other entries on the same day, the one on which they finally had to call for help, reads as follows:
"Sent out general call for assistance. The Lahaina station was the first to answer."

On the following day, Sunday, communication was established with the President, which left here Saturday afternoon. The Oregon, by dead reckoning, was at latitude 24.11; longitude 154.22. It had been three days since Captain Nelson had been able to get right, but his computations by dead reckoning were so correct, that by giving the Oregon's driftage, the President was able to pick up the Oregon, within a half hour of the time estimated by both the navigators.

The President then stood by as she had no equipment for getting a line aboard the wrecked ship, and until the urline reached the position of the two vessels between risk and ten o'clock that night.

Hard Struggle
Then began a struggle to get a line aboard the Oregon which took four hours. Captain Peterson managed to get a life boat and crew launched which pulled over to the Oregon with a rope attached to a steel towing line. But as there was no power on the Oregon and her winches were out of commission, the line had to be pulled in for a distance of about 1000 yards by hand. This, though the crew of the Oregon accomplished, despite the handicap of the rough weather and their weariness from the long vigil they had maintained for two or three days.

When the Oregon was picked up by the Lurline, she was about 200 miles from Hoko Head. It was at this point, says the J. E. O'Neil took over the tow of the Oregon from the Lurline, after the Matson steamer had rendered assistance for over twenty hours.

First Officer Brown says the Oregon rolled harder than any vessel he has ever been on in thirty years of sea service, and that she was so far from the shore that she dipped up water with her hatches. He says she rolled so hard the weather glass stopped. But he asserts the hull of this new type of vessel is good, and all that is needed is engines and engineers.

Motor Ship Engines
Hot bearings is the first sign of trouble in the motor ship engines, says Chief Engineer Rouse, and then the hatching gets out of line, which breaks off the bolts in the connecting rods. Then here comes trouble with the air compressors, during which the injector has to be robbed to start the engines. The "Burn-oil" engines used for the auxiliary engines on the deck are just as bad "for so soon as you fix them up they are gone again," he says.

But there are only a few of the things he says about the motor ship engines. He does not pretend to know whether the trouble with tiller shafting getting out of line and other troubles is due to faulty construction of the ships, or comes as a result of the ship's contact with heavy seas.

Engineer Rouse left Portland with the Oregon as first assistant, but the chief engineer left the ship at San Francisco and he was promoted to the position of chief.

Captain Nelson is an old Matson navigator, for many years in command of the Enterprise, who had retired from sea to enjoy life on a ranch on the Russian River, where the war called him back into service. He is well known here and in Hilo.

First Officer Brown has just returned from the Atlantic where he took the former interned German ship Longwood, now the Coosa, for the shipping board.

Cook Is Injured
The only injured man on the Oregon was the cook, William Gahr, who has blood poisoning in a cut on his hand which he received during the heavy rolling of the ship.

In all, the Oregon has a crew of twenty-three, besides the captain and first officer. There are eleven men in the engine crew, two deck hands and chief steward, cook and wireless operator.

Before the Oregon's cargo is discharged Lloyd's survey will be held and the damage estimated. What damage has been caused to the general merchandise in the holds by the water has not yet been ascertained. The deck load of barrels, oil and distillate which was piled on a lot of structural iron, is the only cargo washed overboard.

The Oregon may remain here for nearly a month, if complete repairs are made here to her engines, or she may be towed back to the Coast to have the repairs made.

BUSINESS HOUSES TO AID HATHAWAY

Respond Generously To Appeal
of Revenue Collector For Help
In Collecting War Income Tax

Responding to appeals issued by the treasury department and presented by Col. Howard Hathaway, internal revenue collector, every bank, trust company and financial institution in Honolulu has volunteered to give aid in the huge task of collecting income tax under the new law.

It was pointed out that on the mainland financial institutions generally had been quick to offer aid along this line. The average individual is wholly at sea in interpreting the law and in making returns in the proper manner. As the new revenue law has quadrupled the number of individuals subject to income tax and has tremendously increased the amount of money handled, income tax officers have been wholly unable to extend aid in individual cases as was possible under the old income tax law. In this emergency financial institutions of the nation have responded.

In many of the banking houses of Honolulu one individual has been named to care for questions pertaining to the income tax and in all arrangements are being perfected to give every aid to those in doubt about how to prepare their returns.

Appeal Is Issued
All who are subject to payment of income tax must make returns to the office of the collector before March 1 and payments must be made before June 15. In this connection Colonel Hathaway issued an appeal yesterday to tax payers generally to make their payments at the time they make their returns.

Notice from the treasury department is to the effect that material aid to the government in its war work can be given by those willing to make their income tax payments early and at the time they make returns. All collectors have been asked to appeal to the patriotism of tax payers with the statement that the cash derived from income tax collections is needed at the earliest possible moment by the government in the prosecution of war work.

In connection with this appeal Colonel Hathaway emphasized that it is requested that all payments be made in cash, by money order, draft or certified check. He voiced the belief that Honolulu would respond speedily to the appeal.

Force Increased
Upon authorization from Washington an increase was made to the staff of collectors in the Honolulu revenue office several weeks ago and a number of additional appointments were made yesterday by Colonel Hathaway. The new appointments are temporary and roughly will cover the period of income tax payments. Those named yesterday are Miss Margaret McCarthy, Mrs. Lucy Scott, William Harrison Barnes, Howard S. Robertson and T. Hamada. All of these will be deputy collectors and T. Hamada will be associated with F. S. Nishimoto who is Japanese interpreter of the office and will handle income tax collections from Japanese residents.

Colonel Hathaway said yesterday that his appointment of women deputies was in line with action being taken in many mainland offices. He referred to a recent ruling of Commissioner of Internal Revenue Daniel C. Roper who passed upon questions concerning the appointment of women in internal revenue offices and held that appointments and promotions should be made strictly on merit, efficiency and faithfulness.

The four women who were recently rounded up by the police department and charged with vagrancy were each sentenced to one year's imprisonment by Judge Harry Irwin.

Shark Skin Industry To Be Launched By Walter Macfarlane

Judge Lymer Leaves For New
York To Conclude Negotiations
For Sale of Product—Johnson
Island Fisheries Expected To
Yield Thousands of Sea Tigers

Shark skin as a substitute for leather, samples of which have been prepared from sharks caught to the westward of the Hawaiian Islands, and pronounced to be a rare commercial product, as outlined in The Advertiser yesterday, may become the basis of an important new war industry here, for Judge W. B. Lymer left yesterday for New York carrying samples of shark skin leather on behalf of Walter Macfarlane, to conclude negotiations for sales of skins collected by the latter.

Contracts await Judge Lymer's arrival which he will sign, following which plans will be matured for the equipment of vessels and enlisting crews, particularly fishermen, who will secure the waters of the Pacific in the region of Johnson Island for these "tigers of the sea."

Fifteen cents a pound for shark skin in the crude state has been offered by an eastern leather company, and upon the basis of this and other offers, Mr. Macfarlane has despatched Judge Lymer to clinch the deals. Johnson Island Fisheries, the former "King of Laysan Island," has given over fishing rights at Johnson Island for the shark fishing, and it is there that the Macfarlane company expects to kill thousands and thousands of sharks. The latter will furnish not only the crude material for leather, but also oil which is in great demand upon the mainland. The bureau of fisheries of the department of commerce at Washington, informed Mr. Macfarlane that in view of the shortage of raw materials for manufacture into leather, or oils, and fertilizer materials, it is important that new sources of supply be developed as fully as possible. The shark skin is the samples of tanned shark skins indicate a good leather can be made therefrom. The bureau also suggested that shark meat, smoked and cured, can be made into a good food product.

The eastern leather concern asked for 500 skins weighing ten pounds up and would pay fifteen cents a pound, to be New York.

Will Fish on Large Scale
To meet the coming demands Mr. Macfarlane expects to leave for Johnson Island about the first of next month. He will commission a good-sized vessel, secure a complement of expert fishermen and will commence fishing for sharks on a large scale.

The shark fish, a "notable" Chinese delicacy, will be disposed of locally for \$600 a ton.

Fifty cents per gallon of seven and one-half pounds is the price that will be paid for shark oil delivered at San Francisco. This would be for the lowest grade of oil, and the price runs up to \$1.25 per gallon for high grade oil.

"I believe there are millions of sharks in those waters we visited a while ago," said Mr. Macfarlane. He intends developing this new industry through his tuna cannery company, but will not form a new company.

JAPANESE AT HANA STRIKE

J. N. S. Williams of the T. Davies Company is on his way to Maui to investigate the strike of Japanese cane growers on the Hana plantation where some disorder has occurred. Sheriff Clem Crowell with a squad of five deputies is also on the way to the scene of the trouble. The Japanese expressed dissatisfaction with their contracts some time ago and the strike is believed to be an outgrowth of the former trouble. The situation is not regarded here as serious.

Saves Eggs

Royal Baking Powder makes it possible to produce appetizing and wholesome cakes, muffins, corn bread, etc., with fewer eggs than are usually required.

In many recipes the number of eggs may be reduced one half or more, and often left out altogether with excellent results, by using an additional quantity of Royal Baking Powder, about a teaspoon, in place of each egg omitted. Try the following recipe which is a practical illustration:

EGGLESS MUFFINS

3 cups flour
4 teaspoons Royal Baking Powder
2 tablespoons sugar
1 teaspoon salt
1 cup milk
2 tablespoons shortening

DIRECTIONS—Mix and sift dry ingredients, add milk and melted shortening and beat until smooth. Bake in greased muffin tins in hot oven 20 to 25 minutes.

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SPORTS

WOULD FORCE JESS WILLARD TO FIGHT

Hoppe's Manager Proposes Plan
That Would Help Red
Cross Society

There's just one way to force Jess Willard into the ring as a Red Cross attraction, in the mind of B. B. Benjamin, manager of Willie Hoppe, world's star billiardist, says Harry B. Smith in the San Francisco Chronicle. It's a monster big scheme, a plan that means hundreds of thousands of dollars for the great charity and will include not alone Willard, but other recognized champions, whether it be in boxing, wrestling, billiards or the like. And Benjamin, in making the suggestion, is not broaching an idle dream. He's a promoter of the first water, is this handler of Hoppe, and if there's anybody in the country who could bring it about, "Benzy" is the fellow.

Briefly, and to let you in on the scheme, here is what Benjamin proposes: "I see a way clear to force Willard and others like him into the service of their country. I would bring together every known champion in his line and match them against the best possible contenders. As many as possible of these sporting events I would stage at Madison Square Garden in New York and every last penny, minus what necessary expenses might be called for, to be turned over to the Red Cross.

"The champions would be forced to donate their services and to stand their own expenses. I would cheerfully donate my time to the promotion of such a series of sporting events. I am sure the publicity would cost us nothing. It might be that we would have to pay rent for Madison Square Garden, but even that, I believe, could be arranged.

"Most of the titleholders, I feel sure, would be glad to give their services. If there are any who hesitate, I have a scheme to force them into line.

"It would be my suggestion to name a committee of sporting critics, for, say ten of the newspapers of the country. Then if any of the champions should refuse to do his part—say Jess Willard, for example—he could be read out of his title and barred for all time to come. The sporting writers of the country would have something on which to base their action and the entire country would, beyond doubt, be back of them in their decision.

This Promoter Has Right Idea
There is a Bakersfield sporting promoter who knows how to get in close touch with his public. He goes about it the right way and though he can pull strings in a small community that might be harder to work in San Francisco, he's got the idea that spells success.

Just before the Pelsinger-Brown match he had arranged that Eddie Campi was to meet the winner and it was so announced.

Brown was the victor and Campi figured, therefore, as the card for the next date. But Pelsinger had put up such a slashing bout against the Los Angeles boy, the fans were so pleased that Mr. Promoter decided it might be wise to make a switch.

Closing the shutters of his fight arena, he hurried to the poolroom where many of the sports of Bakersfield congregated.

He was smartly made a speech, saying (smart chap that he was) how he was perfectly willing to give the people just what they wanted. So he was going to let them vote.

It was to Campi or Pelsinger. Pelsinger received the applause of the multitude and as a result will have another trip to Bakersfield in a hurry.

SANTA CLARANS' CHANCE IN FASTER COMPANY

SAN JOSE, January 9.—Three members of the Campbell Athletics, amateur baseball champions of Santa Clara county, will be seen in fast company next season. Pratt, catcher and captain, has signed with Ham Patterson at Dallas, Texas, and "Dix" Leonard, pitcher, and Henry Oliver, outfielder, have affixed their names to Sacramento Coast League contracts.

Leonard pitched most of last season for Sunnyside, where he made a remarkable record with rather a poor team.

Pratt caught for the Santa Clara University team and is a finished man behind the bat as well as a good hitter. Oliver is an outfielder and hit 348 for Campbell during the season which ended the Sunday before Christmas.

PITCHER STEELE WILL BECOME NATURALIZED

ST. LOUIS, January 9.—Robert Steele, pitcher for the St. Louis Nationals prior to June, 1917, but now the property of the Pittsburgh Nationals, today prepared a declaration of intention to file in the federal court preliminary to becoming naturalized. He is a citizen of Canada and began his baseball career there. He now lives in St. Louis.

THIRTEEN-INNING GAME IN HILO RESULTS IN TIE

In a game of thirteen innings played between the Kalaibows and the Volcano Stables team yesterday at Moohau Park the score stood seven-

seven, says the Post-Herald of last Monday. The Rainbows wanted to play another inning, but the Volcano Stables pitcher, Yang, the Big Six of Hilo, was tired. His arm hurt. He wanted to quit—so the score was a tie.

FAMOUS MARE IS DEAD

OXFORD, Indiana, January 9.—Zelma, dam of Dan Patch, 1:55 pacer, died last night of old age. She was twenty-six years of age and was the dam of several foals which made records.

HILO GIRLS' CLUB IS REORGANIZED

Mountain Hikes With Camp Fires
and Swimming On Year's
Schedule

The Girls Club of Hilo had a meeting Monday afternoon at the residence of Mrs. Bertram C. Shaw for the purpose of reorganizing the club, and starting it out on a program for the year's activities, says the Hilo Post-Herald of last Wednesday.

"We want to make this club a branch of the National Camp Fire Girls' Association," said Mrs. Shaw. "It was the purpose of Mrs. J. Knox Bodel, who really started the club, to have it an organization which would benefit the members in every way. The girls who went into it liked the activities more than anything else, and as this called for pretty strenuous work on the part of the leader, and Mrs. Bodel has her hands full with her church and parish duties, was asked to take over the leadership. Later I have not been very well, and the club has been partially disbanded. The meeting Monday afternoon was to get the girls together and reorganize on a permanent basis."

Hilo Girls Fortunate
"Hilo girls are fortunate in their opportunities for outdoor athletics," continued Mrs. Shaw, "and for this reason we think it will be comparatively easy to have the club a part of the Camp Fire Girls of America. Long hikes are possible here, and mountains climbing to heights where a campfire is a pleasurable necessity is quite within the reach of our Hilo girls. Also, in the warmer months, we have here unequalled opportunities for glorious swimming, so that, all the year round, we can have our outdoor athletics."

"Then, too, we have days when the club can meet for indoor work, such as sewing, knitting, songs and games. On the whole, we can have a splendid Camp Fire branch here, and I believe we shall. It is our purpose to get in touch with the national organization as soon as possible, and become officially organized."

The next meeting of the club will be announced later.

ED PLANK GOES TO YANKEE AMERICANS

Manager Jones of Browns Trade
Him and Pratt For Five
Players and Cash

ST. LOUIS, January 23.—(Associated Press)—Manager Fielder Jones of the St. Louis Club of the American League announced last night that he had traded Ed Plank and D. B. Pratt to the New York Yankees, receiving in exchange for these two star players, which was not named. L. G. Nunnemaker, Fred C. Maisel, Joseph Gedeon, Norman A. Cullop and Urban J. Shocker. In the number of players involved, the deal is the biggest of the season.

The Browns are losing two of their foremost players in disposing of Plank and Pratt. A feature that stood out prominently in the season's work of the Browns was the showing of Ed Plank, the veteran southpaw, who came back out of the Federal League and demonstrated that he had major league goods in stock, although it had been supposed that he was all in at the end of his fiscal year with the Athletics.

Pratt Is Keystone
Pratt is an infielder, his real position being at the keystone station. He is a player of note and, like Plank, will help bolster up the Yankees, a good deal. He is also a good outfielder.

The five players whom the Yankees' manager, Miller Huggins, is turning over to the Browns, in exchange for Plank and Pratt, are all well known men in baseball circles. L. G. Nunnemaker is an All catcher; Fred C. Maisel is a stirring outfielder; Joseph Gedeon has been the Yankees' favorite second baseman; Norman A. Cullop is a southpaw who is still good, and Urban J. Shocker is another pitcher of no mean ability. Manager Fielder Jones, while losing two good men, is getting in exchange a handful of fine players.

W'CALLUM TO HEAD HILO'S "PEP" CLUB

William McCallum was elected president of the Pep Club at its annual meeting Tuesday evening, says the Hilo Post-Herald of last Wednesday. Other officers elected were George Lawson, assistant cashier of the First Bank of Hilo, as treasurer and Karl B. Morgan, assistant cashier of the People's Bank, as secretary. Entire membership were present and new by-laws were adopted.

The Pep Club, as everybody in Hilo knows, is made up of the bachelor members of the Hilo Yacht Club. One of its duties is to see that Hilo society is entertained, the members looking after plans for dances and other functions.

"We did not make any actual plans at the last meeting," said Mr. Morgan, the new secretary, "but we have some in view." All the members were present and new by-laws were adopted.

CINCINNATI, Ohio, January 7.—Branch Biever of the St. Louis Nationals announced today that Roger Hornsby is not for sale and will not be sold. "Once and for all time, and this is final, Roger Hornsby will not be sold or traded to any club in North America. Neither Weegman nor McGraw can get him, no matter what they offer," said Bickey.

Another Yacht Sold And Taken From the Race Game

Although it is many a year since the schooner Luka took part in a yacht race, still she is considered as a member of the family that is now practically extinct, for the Hawaii, predecessor and successor, and La Paloma have been sold and are now entirely out of the game.

The Luka was sold some days ago by Judge Henry E. Cooper to K. Matsunoto, a Japanese contractor, for \$5250. The sale was made by Elmer L. Schanzberg of the James F. Morgan Company of this city.

The Luka was about to leave for Fanning Island, Judge Cooper's Pacific domain, when the deal was put through. She was loaded with a cargo of lumber and other material for the judge's island. However, under the terms of the sale the Luka remained under charter for the sea trip to Fanning.

SOMMERS-M'INTYRE DRAW

SEATTLE, January 9.—Al Sommers, a light heavy, had a shade over Chet McIntyre in their four-round bout here last night, but the referee called it a draw. In the semi-windup Frank Farmer of Tacoma and Steve Reynolds of Seattle boxed a draw.

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